

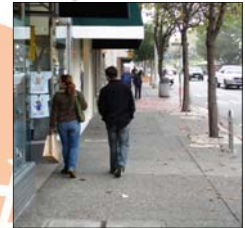


Funding Bicycle and Pedestrian Improvements

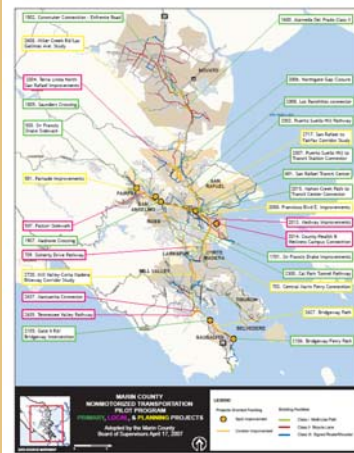
Trails and Greenways Conference
San Ramon, CA
April 12, 2011

What is the Nonmotorized Transportation Pilot Program?

- Component of SAFETEA-LU, the six-year federal transportation bill (Section 1807)
- \$100 million allocated to four communities nationwide: Columbia, MO; Marin County, CA; Minneapolis, MN; and Sheboygan County, WI for bicycle and pedestrian improvements and programs.
- Original Pilot Program ran through September, 2010. Continuing Resolutions have extended it for the time being.



NTPP Project and Program Identification and Ranking Process



Funding Allocations

- Each jurisdiction responsible for its own projects
- Funds leveraged/combined with other sources in many cases, especially big-ticket projects
- Jurisdictions other than the County had funds transferred to them through TIP amendments
- Funding agreement entered into between the County and the implementing agency to ensure delivery with biannual progress reports required

Ranchitos Road Before



Ranchitos Road After



Ranchitos Road Before





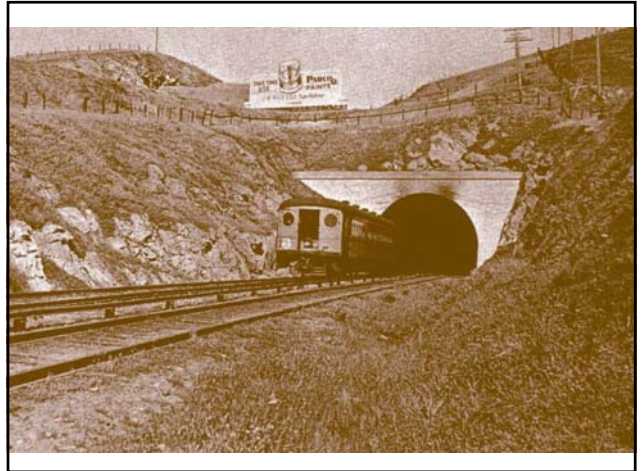
Ranchitos Road

- Gap closure in existing bicycle network
- 0.4 miles of Class II bike lanes; 650' of sidewalk; retaining walls and road widening required
- Cost: \$1,024,000
 - \$864,000 NTPP
 - \$160,000 Transportation for Clean Air Grant (BAAQMD)



Medway Road

- Sidewalk widening, transit and bicycle improvements
- Cost \$1,300,000
 - \$365,000 NTPP
 - \$265,000 Measure A (local sales tax)
 - \$670,000 Transportation for Livable Communities (MTC)





Cal Park Tunnel

- Rail with trail project – half of original two-track tunnel is new pathway; other half reserved for future interurban rail (SMART)
- Total path length is one mile; Tunnel is ¼ mile long
- Tunnel needed complete reconstruction
- Extensive partnership required: two cities, transit agency, CMA, MTC,

Cal Park Tunnel

- Cost \$27.7 million
 - \$3.0 million TEA-21
 - \$0.9 million Bicycle Transportation Account
 - \$1.5 million Transportation for Livable Communities (MTC)
 - \$0.5 million Transportation for Clean Air
 - \$5.1 million Regional Measure 2 (TAM)
 - \$13.2 million Regional Measure 2 (SMART)
 - \$2.0 million NTPP
 - \$0.9 million Local funds

Using Multiple Funding Sources

- Increases complexity
 - Deadlines for spending funds may vary between sources
 - More coordination and paperwork to manage multiple grants
- Usually a necessity for big-ticket projects
- Can bridge funding gaps or account for project contingencies
- Funds from one source can sometimes be used to leverage another

Where to find the money

- What is the scope of the project?
- Based on the scope, seek out funding sources for **ANYTHING** related to it
 - You may be surprised by who has money
 - Match grant funds to specific tasks in your project
- A local match may be required
 - With current budgetary situations, this may be an obstacle
- Above all: **BE CREATIVE!**

Challenges of Using Federal \$\$

- For the NTPP, the greatest of all originates from ten words in the legislation:
*Notwithstanding any other provision of law, projects assisted under this subsection **shall be treated as projects on a Federal-aid system** under Chapter 1 of Title 23, United States Code*
- It has profoundly affected NTPP-funded project delivery in all four communities.

Challenges – Federal Aid System

- Triggers fund distributions through the respective state DOT's
 - FHWA disburses funds to the DOT, which then disburses to the local agency
- Each state DOT interprets the federal regulations differently
 - the means of disbursement vary considerably, as does the amount of paperwork
 - while intended to streamline funding from the federal government, it has instead resulted in another layer of bureaucracy

Challenges – Federal Aid System

- Funding assumptions are difficult
 - You really only get 85-90% of the funds allocated once Congress adopts the budget
 - Funds must be assigned to a particular year and then encumbered in that year
 - Funds not encumbered can be lost during August 'redistribution'
 - Delays beyond your control can delay fund encumbering, triggering a crisis during the redistribution period = more paperwork

Challenges – Federal Aid System

- Paperwork and level of analysis disproportionate to the scope
 - there is one 'process' whether you're installing bike racks or building 20 miles of freeway
 - in-depth NEPA analysis required, even for minor efforts, such as installing signage

Challenges – Federal Aid System

- Without the 'ten words', projects could move through design and construction much more quickly as once the project scope is determined, one need only submit invoices and basic documentation showing the work has been completed to receive reimbursement.

So, is there a way to avoid the agony?

Fund Swapping

- Where projects have multiple funding sources, a mixture of federal and non-federal sources
- Essentially money-laundering (but legal!)
- Simplifies smaller projects funded with federal dollars
- Swap can be dollar-for-dollar or at a premium for non-federal dollars
- Agreement executed between participants

Fund Swapping

- Smaller project transfers federal dollars to more substantial “federalized” project
- Federalized project transfers equal amount of local funding to smaller project.
- Smaller project now has ‘clean’ money that means no federal review or process in project delivery.
- No impact to federalized project since it is going through federal process anyway.

